

Fuel oil non-availability report

NOTE: Send this report via email to: [[HYPERLINK "mailto:marine-eca@epa.gov"](mailto:marine-eca@epa.gov)]

Name of Vessel:	ATLANTIC EAGLE	Flag:	HONG KONG	IMO Number:	9332183
(if other relevant registration # enter here) :Official Number					
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available):					
Vessel departed St. Croix which was the discharge port on the prior voyage and proceeded to Houston, Texas to load a cargo for the present voyage.					
Port of Origin:	Houston	Date:	Dec 4, 2014		
Port of Destination:	Amuay Bay, Venezuela (intention)	First US port of Arrival:	Houston		
Date vessel first received notice that it would be transiting in the N. American ECA:					27-Nov-14
Vessel's location at the time of notice:		St Croix			
Date/Time ship operator expects to enter N American ECA:			03-Dec-14		
Date/Time ship operator expects to exit N American ECA:			20-Dec-14 PM Hours		
Projected days ship's main propulsion engines will be in operation within N American ECA:					17
Sulfur content of fuel oil in use when entering and operating in the N American ECA:					.979% then 3.43%
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:					
The vessel arrived in the North American ECA with sufficient compliant bunkers onboard in order to allow it to anchor at Houston, then proceed to berth where we planned on replenishing with additional compliant fuel. The vessel arrived and dropped anchor on December 4 th , and due to uncontrollable delays, the berthing has been delayed until at least December 17 th . This in turn has delayed the bunkering operation since this is scheduled to take place while the vessel is alongside the berth. There vessel is anchored at Galveston Fairway Anchorage and no bunkering is permitted in this location. Master expects to deplete the current stock of compliant fuel oil on December 13 th around 1200 hrs. At this time the vessel will need to switch over to higher sulphur fuel oil until arrival at berth where bunkers can be replenished.					

Name of suppliers contacted:	Address:	Date of contact:
NuStar Energy LP	3700 S Wood Ave, Linden, NJ 07036	December 5, 2014

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In case of fuel oil supplied disruption only	
Name of port at which vessel was scheduled to receive compliant fuel oil:	N/A
Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability): N/A	

If Applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:	
Complaint fuel is available at Houston, and we have a supply of this stemmed with NuStar Energy.	
If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:	
List below U.S. ports visited in the last 12 months:	If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the

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Name	Date	Did vessel use compliant fuel oil? (yes/no)	United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Corpus Christi	Apr 15-16, 2014	Yes	Report	Date	Port	Type of Fuel	Comments
Westwego	Apr 10-13, 2014	Yes	1)	5/15/13	New York	1.94%-2.33% Fuel Oil	We arrived from Europe with non compliant fuel oil and supplied compliant fuel oil at first port of call (New York)
St James	Apr 5-9, 2014	Yes	2)	6/20/13	New Haven, CT	0.95%-3.14%	Vessel ran out of compliant fuel at sea on way to New Haven, there was none available at Prior Port
			3)	11/21/13	Corpus Christi, TX	0.98%-2.9%	Vessel was in Mexico when it learned it would be calling USA. No LSFO available and vessel ran out on transit to Corpus Christi
			4)	12/27/13	Jacksonville, FL	0.96%-2.79%	Vessel originally began voyage with sufficient LSFO to perform voyage, but extensive delays at load port caused supply to run low and none was available at load port.
			5)	1/13/14	Houston, TX	2.68%	Vessel received LSFO in prior port, but testing revealed it was off-spec and couldn't be used.
			6)	6/3/14	Charleston, SC	2.237%	Vessel originated in Bonny, Nigeria where no LSFO is available.
			7)	9/24/14	Pearl Harbor	3.360%	Vessel arrived with sufficient LSFO for voyage, but unexpected delays and port movements caused vessel to run out
			8)	9/24/14	Lake Charles	.093% then 2.4%	We stemmed bunkers after loading at offshore Sabine, but due to delay in arrival of bunker vessel, our vessel ran out of compliant fuel oil.

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Ship Master Name:	Amar Nath Singh			Ship Operator Name:	Matthew Maciejewski		
Legal Agent in the U.S.:	Norton Lilly International			Ship Owner Name:	ST Shipping and Transport Pte Ltd		
Name of designated Corporate Official:							
Address (Street, City, Country, Postal Code):				301 Tresser Blvd Stamford, CT 06901		Tel. Num.:203 328 4900	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature	Print Name Matthew Maciejewski	Date Dec 10, 2014
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